

Official Ethan Allen District Pinewood Derby Rules

Section 1 – Construction

Material: Race cars shall be constructed for this event from the parts contained in the **Official BSA Grand Prix Pinewood Derby Kit** (referred to below as the kit) as sold by the Authorized BSA dealers.

Dimensions: Race cars may be no longer than 7 inches, or wider than $2 \frac{3}{4}$ (2.75) inches, as determined by the official gages during race day inspection. (Underside clearance of at least $\frac{3}{8}$ (0.375) inches and inside wheel to wheel clearance of at least $1 \frac{3}{4}$ (1.75) inches is recommended, so that the car will run on the racetrack. Adequate clearance is the responsibility of the race car builder.) The wheelbase is to be no greater than $4 \frac{3}{8}$ inches. The wheelbase is defined as the distance between the front and back axles or center to center distance measured between front wheels to back wheel. The design of the car is to be such that the furthest protruding point when positioned at the starting gate is same point as would be at the finish line.

Weight: Race cars may weigh no more than five (5) ounces (total weight) as determined on the official scales during race day inspection.

Weights and Attachment: Weight may be added to the car and will be considered part of the car for purposes of all measurements. "Weight" is considered to be any material on the car that is not provided in the kit. All weight must be securely fastened to the car, e.g. by permanent glue, nails or screws, but not by "sticky substances", e.g. tape, or tack spray. Weights shall be passive, i.e. non-moveable, non-magnetic, non-electric, non-sticky, etc.

Wheels and Axles: The car shall roll on the wheels from the kit. The wheels shall turn about the axle nails from the kit. The axle nails shall be firmly affixed to the wood of the car body. The axle dimensions may not be changed substantially. It must be obvious to the judges that the wheels and the nails from the kit are being used.



Wheels: Wheel treatment (hub and tread smoothing and polishing) may not result in substantial removal of mass or in reducing the tread (track contact) width from the original kit wheels. Wheel tread surface must be cylindrical. The words "Official B.S.A. Made in U.S.A." and other lettering on the wheels shall remain intact and clearly visible to the inspector. Some of the original "tread marks" on the wheel face must be intact, i.e. apparent to the inspector.



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Unacceptable Construction:

The following may NOT be used in conjunction with the wheels or axles: hubcaps, washers, inserts, sleeves, bearings.

Gravity Powered: The race car may not be constructed or treated in such a way that the track's starting mechanism imparts momentum to the car. (For instance, this provision disqualifies cars with sticky substances on the front of the car and protrusions which may catch on the starting pin.)

Lubricants: Lubricants must be dry at the time of inspection and racing.

Staging: The entire car must stage behind the starting pin.

Body: The car body may have no moving parts.

Section 2 - Race Specifics

Racers will be racing against the clock.

Each car will have the opportunity to make a run in each lane of the track.

The car with the fastest average time will be declared the winner of their own division, the second fastest will be declared the 2nd place finisher and so on.

The tracks have built in timers and software that keep track of this.

There will be 5 divisions racing

Tiger

Wolf

Bear

Webelo

Open Class (friends, siblings, parents etc.)

If there are any sponsored cars, they will run in a 6th division

The winners in each Cub Scout division will have a race of champions to determine a Grand Champion

Section – 3 Rules

Track officials are responsible for the proper conduct of the races. Decisions of track officials on questions of rules interpretations and procedure may be appealed to the event chairman. Decisions of track officials on questions of fact may not be appealed beyond the track chairman.

Scouts AND PARENTS should also be familiar with these rules.

Registration: All participants must register their cars prior to the race during the registration time frame. Late registrants cannot be accommodated and will not be allowed.

Inspection: Inspection will be conducted by one team at registration. The inspection team will review the cars based on the specifications in this document. All decisions made by the inspection team are final. (Please stress this fact to all members of your Pack: They should be prepared to make adjustments to their cars if necessary.) Cars failing inspection will be placed in the Open division of the speed event.

Inspection Gages: All inspection will be conducted by one team at a special inspection area using scales and gages approved by the Chairman.

Impounding: Once the car has passed inspection and received its number sticker, the SCOUT will place his car on the table provided, and must not lubricate or otherwise improve that car until his racing is complete.

Car Handling: Cars will be handled by race officials only.

Lane Assignment: Lane assignment for each heat shall be determined by the computer.

Opponent Assignment: In all rounds the computer will assign the races uniformly but randomly.

Call to Race: Competitors will be called to race.

Car Repair: If, during the race, a wheel falls off or the car becomes otherwise damaged, then the SCOUT may to the best of his ability perform repairs. The SCOUT may seek advice for repairing the car from the designated Race Official. No other assistance from anyone else is permitted.

If a car leaves the tracks and does not interfere with another car, that one car may have an opportunity for a re-race. Since the cars are racing the clock and not each other, the other unaffected cars do not need to re-race.

If more than one car is affected by a car leaving its track then every effected car gets an opportunity for a re-race.

Appeals: The Cub Scout must make all questions of rules interpretations, procedure and fact to the track officials promptly.